

**Carb rules AKRA/NKA Tech as per both sanctioning bodies and no alternations to throttle stop, throttle shafts and Emulsion tube**

**Main jet size- (.036” must go) to (.042” no-go) limits**

**Low speed pilot jet size- .027” max no-go with O-ring must be intact and present**

**Bore ID- .615” no-go**

**Exhaust pipe unaltered- Rapp thin flange header pipe and RLV small muffler tech'ed per AKRA/NKA rules and measurements, all as supplied. Pipe can be heat shielded wrapped or not, racers decision. If wrapped it must be securely wrapped or sleeved starting at beginning of silencer to mounting flange, no wrapping/sleeving allowed on silencer.**

**Air filter- stock regular filter as supplied—RED in color or any #175 style angled filter allowed. No performance gain filters per AKRA/NKA rules. No alternations to filter.**

**Fuel pump as supplied**

**No tape on outside of engine for air flow changes to engine itself**

**Chain guard, throttle linkage and top plate are non-tech along as not a performance gain if changed from as supplied stock kits.**

**Timing will be no more than from 32 degrees before TDC. This can be checked with flywheel in place. No Flywheel removal is needed. Further Flywheel inspection will have an off-set key of 10 degree having a .075” maximum step.**

**Final: All accessories raced as supplied otherwise noted above and if any questionable part develops it can/will be compared to a known “as supplied part”**

**“No-go”, in these terms means “No Start”**

**Spark plugs:**

**LD- F7TC & Autolite 3910x are the only allowed with no modifications**

**No gear rule – Currently**

**These rules have been reviewed and approved by Box Stock Project on 3/11/19**